



**AIRPORT: Bellingham International (BLI)
ASSOCIATED CITY: Bellingham
ARC: C-III
Region: Northwest**

AIRPORT DATA AND FACILITIES

Bellingham International Airport is located in Whatcom County adjacent to Interstate 5, three miles northwest of Bellingham. The Airport has 175 based aircraft, including 163 single-engine, 7 multi-engine piston-powered, 3 turbojets, and 2 helicopters. The latest available data indicate that Bellingham International had a total of 78,331 annual operations. In 1998, 86,990 passengers were enplaned at Bellingham International, classifying it as a primary commercial service airport. Bellingham is served by United Express using Embraer Brasilias, West Isle Air using single-engine aircraft, and Alaska Airlines with de Havilland Dash 8 aircraft. All three carriers provide service to Seattle. Additionally, cargo service is provided by FedEx, UPS by Ameriflight, and Horizon Air.



Bellingham International Airport has a single asphalt surface runway. Runway 16-34 is 6,751 feet long 150 feet wide, and is equipped with a high intensity runway lighting system. An instrument landing system and medium intensity approach lighting system with runway alignment indicator lights provide the runway with precision approach capability. Runway 16 is also equipped with NDB and GPS non-precision approaches, while Runway 34 is equipped with microwave landing system and GPS approaches. The Airport has an air traffic control tower, which is staffed on a part-time basis.

ECONOMIC IMPACTS

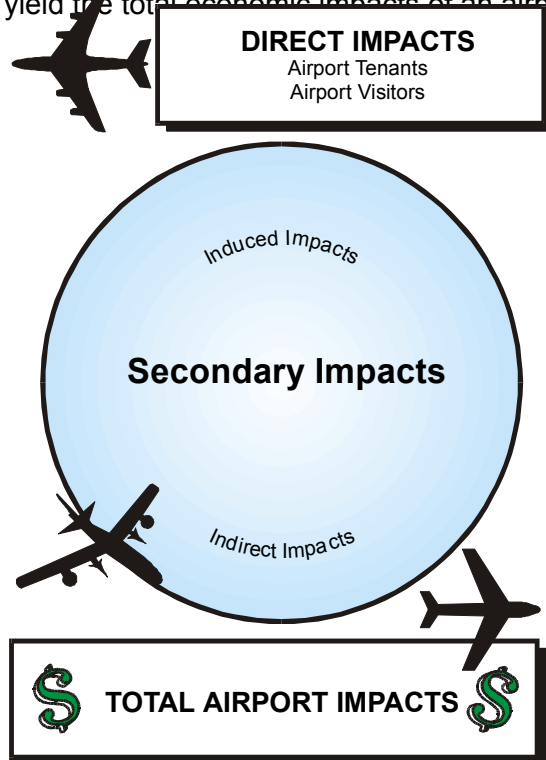
The economic impacts of Washington's airports were calculated using a methodology which has evolved over the past decade and is nationally recognized as the standard for conducting economic impact studies of airports. The methodology is consistent with analytical models used by the Federal Aviation Administration (FAA), and employs the use of direct survey information and an input/output model (IMPLAN) as developed by the U.S. Department of Commerce to determine multipliers specific to the state of Washington for "secondary" economic impacts.

Types of Economic Impact - This study identified and examined those aviation activities at the public use airports in Washington that created economic impacts. These impacts are generated





in three ways: **1) Direct**, **2) Indirect**, and **3) Induced Effects**. Combined, the three impact types yield the total economic impacts of an airport, as described below:



DIRECT ECONOMIC IMPACTS

These economic impacts occur as a consequence of providing aviation services. These impacts usually occur at the airports, and comprise the financial expenditures by firms which carry passengers (air carrier, air charter or air taxi) or cargo; firms which serve the air carrier and general aviation functions (airport tenants); governmental agencies which support aviation; ground transport firms; and others. In every instance, the impacts include only expenditures where the recipient is located within each airport's service area.

In addition to the airport staff, in 2000 there were three aviation-related tenants: Bakerview Aircraft Maintenance, Alpha Aviation, and Quick Shuttle.

Approximately 22,600 people visited Bellingham International Airport as a result of general aviation operations, while commercial service activity brought 34,796 visitors. The total combined direct output of on-airport tenants and both general aviation and air carrier visitors was approximately \$37,710,921. These first-round expenditures were responsible for 575 jobs, which generated a payroll of \$9,742,727.

INDIRECT ECONOMIC IMPACTS (Secondary Impact)

These economic impacts occur as a result of the use of aviation service. They include the regional expenditures made by air passengers who visit the region (at hotels, restaurants, ski facilities, etc.); expenditures by the region's residents associated with their use of aviation; and expenditures by firms having economic activity which is dependent on the airport. These indirect impacts accounted for output of \$8,105,176, and employment of 102 employees generating wages of \$2,653,746.

INDUCED ECONOMIC IMPACTS (Secondary Impacts)

The "indirect" and "direct" impacts represent increases in regional final demand. Such increases do not represent total economic impact; there is also a "multiplier" effect. This multiplier effect comprises the local value of money as it circulates through the local economy





and as individuals or firms associated with airport business buy goods and services in the local economy. Induced impacts accounted for output of \$8,762,980. This supported employment of approximately 120 employees, generating wages of \$2,844,820. Each airport's total economic impact is the sum of the three types of impacts.

TOTAL ECONOMIC IMPACTS

The total economic impact across the state were quantified by adding together the direct, indirect and induced impacts for each airport, and interpreting, comparing, and presenting the results.

The output of the IMPLAN model enabled the presentation of total economic impacts by airport in terms of three economic impact measures: 1) jobs (employment); 2) earnings (payroll), and; 3) economic activity (output). Each of these was determined based on individual multipliers per industry categories. In each case, total impacts include the aviation sector itself, as well as the "multiplier effect" of the aviation sector. The impacts were estimated using Year 1998 data.

All three indicators of economic impact are useful; however, the monetary measures should not be added together, as discussed below:

- **Jobs (Employment)** - The number of employees who are employed in the aviation industry, plus the aviation-oriented share of those that are employed in sectors that support the air passenger (hotels, restaurants, etc.) plus those employed in the industries included in the multiplier effect impacts. The number of jobs attributable to an industry is always greater than simply those in the industry itself, due to the "re-spending" of money. Total employment impact was approximately 800 jobs.
- **Labor Earnings (Payroll)** - The sum of the wages and salaries to all employed persons that the aviation industry pays, directly or indirectly, to deliver the output of final aviation demand. Earnings Impacts are always included in the Economic Activity totals, so they should not be summed with the Economic Activity impact. Earnings are a very conservative proxy for "value added." Earnings may be greater or less than the Direct and Use values depending on the industry type. Total earnings impact was estimated at \$15,241,292.
- **Economic Activity (Sales Output)** - The value of the aviation final demand (aviation or airport service), plus the "multiplier" effect (the sum of all of the intermediate goods and services needed to produce the aviation final demand, plus the induced impacts of increased household consumption). Total economic activity equals the sum of intermediate demands, consumption demand, government demand, investment demand, and net export demand. Economic Activity is always larger than both the Direct and Use values because it








includes the multiplier effect. Total economic activity for Bellingham International Airport was approximately \$54,579,075.





	Direct Impacts	+ Indirect Impacts	+ Induced Impacts	= Total Impacts
Jobs (Employment)				
	Number of Jobs Supported	Number of Jobs Supported	Number of Jobs Supported	Total Number of Jobs Supported
	575.0	102.0	120.4	800.7
Labor Earnings (Payroll)				
	Annual Salary Supported	Annual Salary Supported	Annual Salary Supported	Total Annual Salary Supported
	\$9,742,727	\$2,653,746	\$2,844,820	\$15,241,292
Economics (Sales Output)				
	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Total Contribution to Economy (Dollars)
	\$37,710,921	\$8,105,176	\$8,762,980	\$54,579,075

SUMMARY

On an annual basis, Bellingham International Airport's tenants and its visitors in Whatcom County, Washington contributed the following total annual economic benefit:

Jobs (Employment)	Labor Earnings (Payroll)	Economic Activity (Sales Output)
		
Total 800.7	Total \$15,241,292	Total \$54,579,075

